

**COUNCIL SUMMARY BACKGROUND BRIEF:
PUGET SOUND REGIONAL COUNCIL (PSRC)
April 28, 2014**

GROWTH MANAGEMENT POLICY BOARD (GMPB)

At its March 6 meeting, the GMPB:

Established a New TOD Advisory Committee: GMPB approved creation of a Regional Transit Oriented Development (TOD) Advisory Committee to provide guidance on TOD implementation throughout the region. Committee members will include representatives of governmental and nongovernmental organizations that have signed the Growing Transit Communities Regional Compact. One of the co-chairs of the new committee will be an elected official and a member of the Growth Management Policy Board.

Councilmember Chelminiak asked that the GMPB consider allowing cities that have not signed the compact to be members of the Advisory Committee; however, the GMPB indicated that there was a strong recommendation from the Growth Transit Communities Steering Committee that only signatories be members of the Advisory Committee. Information about the Compact is included in this Regional Issues briefing packet and staff is prepared to draft a resolution, including any special provisions to address Council concerns, to authorize signing if so directed by the Council.

Discussed Growth Targets: GMPB discussed the first round of growth targets that have been established since the adoption of VISION 2040. All of the region's jurisdictions set growth targets, which represent agreed-upon levels of growth of residents and jobs by a future year. Growth targets are required by the Growth Management Act and are guided by VISION 2040's regional growth strategy. Within each county in the region, jurisdictions collaborate on setting growth targets through their countywide planning organizations. The presentation focused on the legal and policy framework for growth targets and summarized the processes used within the region to allocate targets.

Bellevue and other cities collaborated with King County to establish new growth targets for all of the cities in the county in 2010. The PSRC presentation was informational. There are no proposed changes to the growth targets or required at this time. Bellevue's current targets for the period of 2006-2021 calls for 17,000 new housing units and 53,000 new jobs. These targets were adopted by Council in May 2010 (Resolution No. 8088). PSRC staff will present additional information about how well cities are doing relative to the regional growth strategy of VISION 2040 at the April GMPB meeting. Bellevue staff report that the City is tracking well on its targets with a slowing in jobs attributable to the recent recession and housing growing more steadily. On the whole, however, the targets appear to meeting expectations.

Was Briefed on Transportation 2040: PSRC was seeking public comment on the Transportation 2040 update through March 10 and Bellevue submitted a comment letter developed by staff. The updated Transportation 2040 plan includes new forecasts, new analysis tools, and a new process for prioritizing investments. It also includes updated estimates for preserving, maintaining and operating the existing system and a revised financial strategy that deals with the impacts of the recession. The plan updates the Coordinated Transit-Human

Services Plan and Regional Transportation Demand Management Plan, and adds a new Active Transportation Plan.

Other Business: (1) Recommended the Executive Board certify comprehensive plan amendments for the City of Kirkland; and (2) Heard a briefing on the Draft Supplemental Biennial Budget and Work Program for Fiscal Years 2014-2015.

At its April 3 meeting, the GMPB:

Received a Presentation on Building Cities in the Rain, a project to develop effective stormwater approaches for urban environments. Current regulatory and legal requirements, including stormwater management, aim to protect the environment but can also make development in urban centers more expensive than in less dense areas. The Building Cities in the Rain project, led by the Washington State Department of Commerce, will offer a portfolio of innovative practices and draft concepts for further strategies and approaches.

The Growth Management Policy Board heard an update on implementing recommendations from the Regional Centers Monitoring Report. The Centers report was adopted at the February 27 Executive Board meeting and includes 15 recommendations intended to be carried out over the next three years to support regional centers.

PSRC has started work on implementing three short-term recommendations, which include streamlining the center plan checklist, providing guidance regarding center targets and mode split goals, and developing center indicators.

The Growth Management Policy Board was briefed on PSRC's housing work plan. PSRC's housing work aims to encourage best housing practices and stimulate local housing production, including affordable housing. The work program will include:

- Regional guidelines for the review of local housing elements
- Guidance for model housing elements and best practices
- Technical assistance to support local jurisdictions
- Collection and analysis of regional housing data

The Growth Management Policy Board received information on public comments related to the Transportation 2040 update. Transportation 2040 is being updated in 2014 to address current issues and meet state and federal planning requirements. PSRC received 81 letters containing 375 comments; as noted earlier, Bellevue staff provided a comment letter. This is also mention again below related to a similar briefing received by the Transportation Policy Board.

The next meeting of the GMPB is scheduled for May 1.

TRANSPORTATION POLICY BOARD (TPB)

At its March 13 meeting, the TPB:

The Transportation Policy Board discussed the public comments received on the draft Transportation 2040 Update. PSRC received a total of 81 comment letters on the draft update to Transportation 2040. Commenters were generally supportive of the draft update and provided

input on technical corrections, suggestions for future planning work, specific projects in the plan, and suggested policy changes. All comment letters and a PSRC analysis of the individual comments will be posted on the PSRC web site by March 20, 2014. The board provided direction on how to address comments and will review the draft Transportation 2040 Update for recommendation to the Executive Board in April.

The Transportation Policy Board recommended a revision to the administrative procedures for amendments to the Regional Transportation Improvement Program. For expediency, some types of amendments to the Regional Transportation Improvement Program can be processed without board approval. The board's recommendation is to add new or existing projects that are not regionally significant with a total estimated project cost of \$3 million or less.

The Transportation Policy Board discussed its approach to regional asset management. Since January 2014, PSRC has engaged local stakeholders in a discussion about what components of peer agency regional asset management programs could add value in the central Puget Sound region and how local asset management programs could be leveraged in support of a regional effort. The board will discuss how the results of the peer review and subsequent outreach to local stakeholders will guide future work by PSRC staff in the development of a regional asset management program.

In other business, the board: (1) Discussed the supplemental budget and work program; (2) Authorized a change in project status for two Transportation 2040 projects; (3) Recommended adoption of a routine amendment to the Regional Transportation Improvement Program for an Everett Transit project; and (4) Recommended certification of the City of Kirkland's Comprehensive Plan.

At its April 10 meeting, the TPB:

The Transportation Policy Board recommended \$5 Million in PSRC funds to support economic recovery in Darrington, Oso and Arlington area. Due to the landslide emergency, the Town of Darrington and surrounding areas are facing significant challenges with transportation and other infrastructure, in addition to providing basic services to the residents of these communities. The PSRC funding will be made available to Snohomish County, which will work with local communities to make transportation investments which will best support local economic recovery. PSRC's Executive Board will meet on April 24 to take final action on the funding recommendation.

The Transportation Policy Board recommended plan adoption of the Transportation 2040 Update. The board reviewed the over 375 unique comments received on the plan during the 45-day public comment period. Overall, the comments were favorable for the content of the Transportation 2040 Update. Additional opinions were received regarding regional transportation issues, including tolling, transportation demand management, analysis tools, rural transportation issues, preservation and maintenance, aviation and transit. The Executive Board is scheduled to recommend plan adoption to General Assembly at the Board's April 24, 2014 meeting.

The Transportation Policy Board recommended \$571,835 in funding for projects on the special needs transportation contingency list. The additional special needs funds are

available as a result of higher than estimated federal funding and because funds were returned by project sponsors from the 2011-2013 biennium. PSRC will be able to fund five projects from the contingency list at this time and add \$345,168 to next year's coordinated grant competition.

In other business, the Transportation Policy Board: (1) Recommended adoption of a routine amendment to the regional Transportation Improvement Program for projects under the Washington State Department of Transportation's SR 520 program; and (2) Discussed procedures for potential supplemental funding actions.

The next meeting of the TPB is scheduled for May 8.